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TALENT

JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

NOVAYA MEZINOVKA STORAGE INSTALLATION

[redacted]

ARMY CIA NAVY

HTA/JM-9/58

Declass Review by NIMA / DoD

1 AUGUST 1958

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PREFACE

This memorandum has been prepared jointly by the Army, Navy and Central Intelligence Agency under CIA Chairmanship. Its scope has been designed to meet the combined requirements of the intelligence community on the Novaya Mezinovka Storage Installation specified in Navy ONI-8-57, Army SRI-265-1, and CIA SI/R30/57.

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Figure 1

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NOVAYA MEZINOVKA STORAGE INSTALLATION

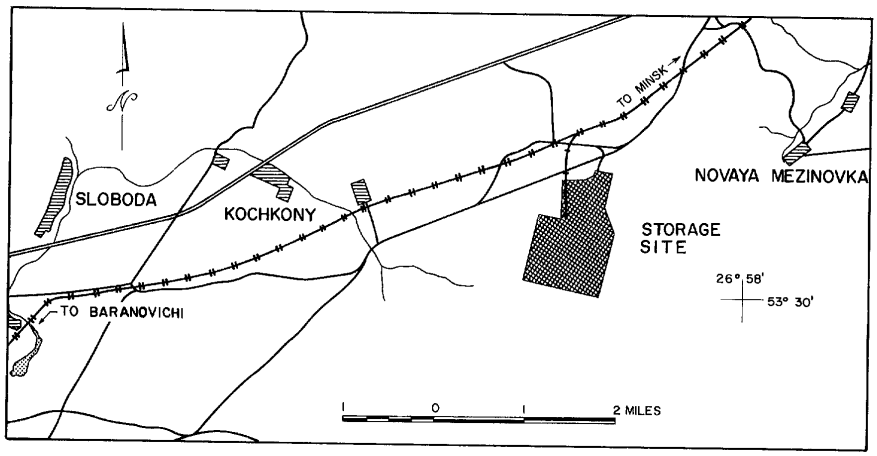

Figure 2. Sketch Map of Storage Site and Vicinity

I. INTRODUCTION

An unusual storage installation, characterized by relative isolation, extensive security, a peculiar recovery system, and a large adjacent support area, appears on [redacted] photography. The site is located at 53°31' N/26°55' E, 33 nautical miles southwest of Minsk, 39 nautical miles northeast of Baranovichi, and two nautical miles southwest of Novaya Mezinovka. It did not appear on World War II photography of [redacted]

25X1D

25X1D

II. SUMMARY AND CONCLUSIONS

Information derived from photography is not sufficient to determine the type of material stored at the Novaya Mezinovka Storage Installation (see figure 8 at the end of this memorandum). The large size of the installation and its support area, the different types of storage buildings and the elaborate handling facilities are indicative of use for other than conventional storage. It is served by a road connecting with the main Minsk-Baranovichi highway and a branch rail line from the Minsk-Baranovichi railroad.

The different types of storage buildings present, both revetted and open, indicate that different types of materials are stored at this installation, at least one of which is explosive in nature.

The existence of a large overhead crane and track system for moving material into and out of the buildings within units "B" and "C" (see figure 6) indicates that material stored in these buildings has either considerable weight or size.

The size of the support area seems large for a conventional storage installation. It is possible that a processing activity as well as storage takes place here. Construction activity was still evident within the site. Therefore, it is probable that the site had only a limited operational capability as of [redacted]

25X1D

III. DESCRIPTION OF THE INSTALLATION

The storage installation is rectangular in shape, measuring 4,700 feet by 3,900 feet, and is enclosed by a double wire fence. It contains 65 various-type buildings having 555,000 square feet of covered floor space. It is served by both road and rail. For the purpose of this report it has been divided into four units which are described separately.

Unit "A" (Figure 3)

This unit consists of 12 storage buildings, seven of which are revetted and two of which are semi-buried. Three rail spurs serve all the buildings in this unit. Similar buildings, differing only in size, are located along two of the rail spurs. Although roads serve a number of the buildings within the unit, roads leading from the unit are little more than tracks formed by continuous use. Total covered floor space in the unit is 92,000 square feet.

The following is a detailed description of the buildings within unit "A".

A-1: two pitch-roofed, single-story buildings, each 120 by 50 feet, served only by rail. Heavy earthen revetments enclosing the buildings on three sides indicate the probable storage of explosive materials.

A-2: two pitch-roofed, single-story buildings, each 195 by 50 feet, served by the same rail spur as building A-1. Heavy earthen revetments surround one of the buildings on three sides and the other building on two sides. These buildings are probably also used to store explosive materials.

A-3: three pitch-roofed, single-story buildings, each 130 by 50 feet, served by both road and rail. These buildings are revetted although the revetments are arranged differently around each building due to the location of road and rail facilities. These buildings also probably store explosive materials.

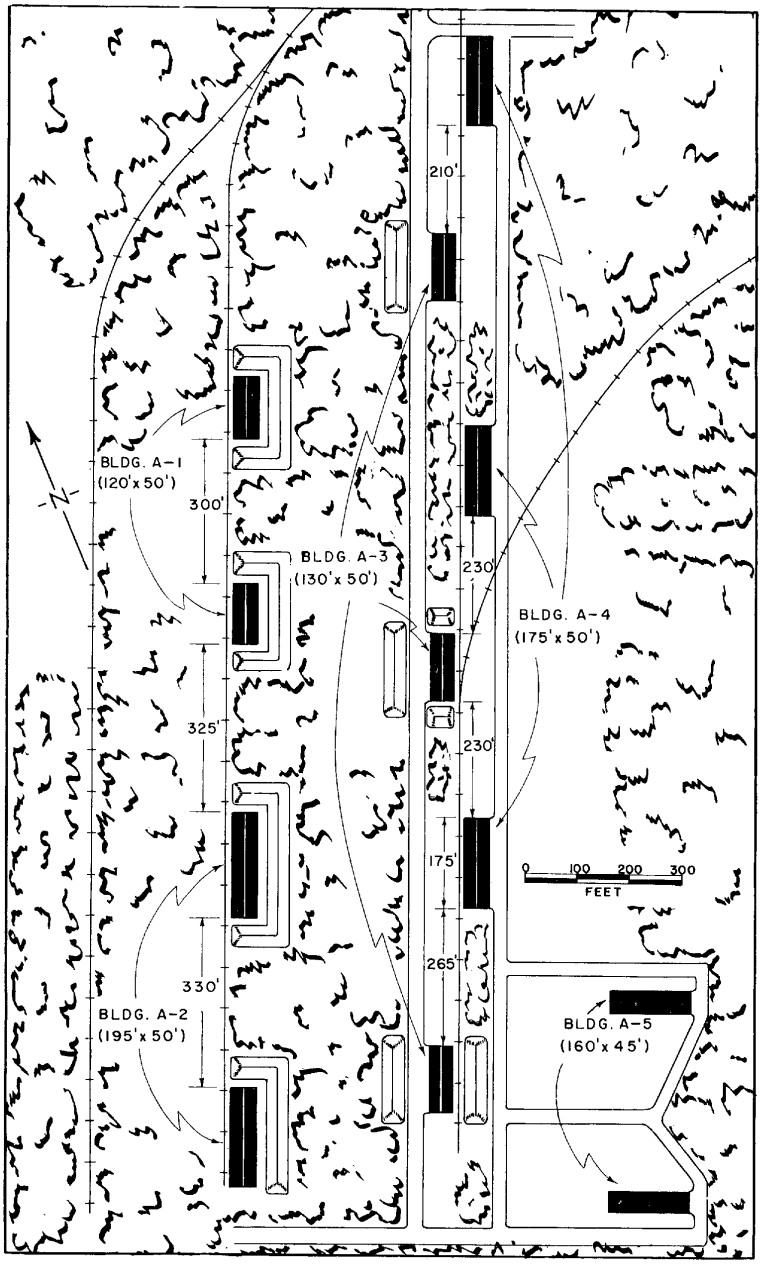

Figure 3. Scaled Line Drawing of Unit "A"

A-4: three buildings, each 175 by 50 feet, served by road and rail. These are the only buildings in unit "A" which are neither revetted nor semi-buried.

A-5: two semi-buried buildings, each 160 by 45 feet, served only by road. These are the only buildings in unit "A" which are not rail served. An overhead crane or loading device has previously been reported at the rear of each of these buildings. A more careful study now indicates nothing of this nature present.

Unit "B" (Figure 4)

This unit contains ten identical storage buildings and one building associated with a material transporting system. A ditch bisects the unit and extends into unit "C". Each building is connected to the ditch by a cleared lane. The lanes on the north side of the ditch appeared to be still under construction. Total covered floor space in the unit is 126,000 square feet.

The following is a detailed description of the various buildings within unit "B".

B-1: 10 storage buildings, each 230 feet by 55 feet. These buildings can be differentiated from other buildings in the area by the presence of roof vents and a small cupola-like structure on one side. A cleared lane containing a rail track extends from each building to the ditch which traverses the unit. This is probably used to transfer material to and from the building.

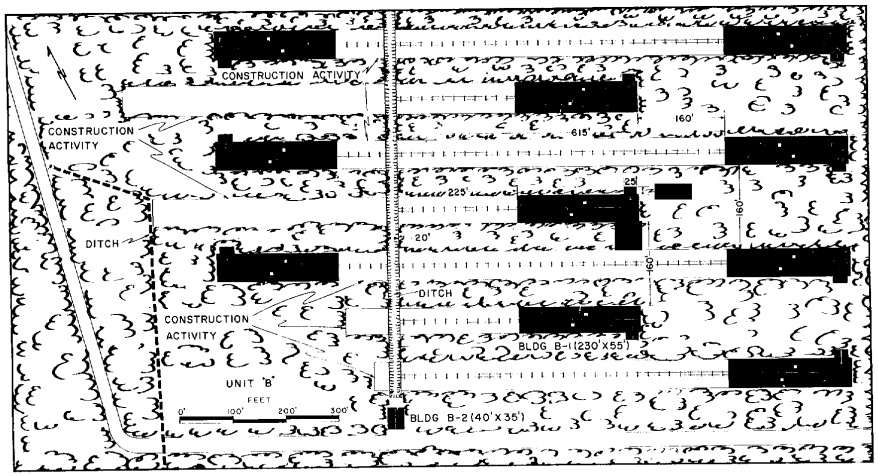

Figure 4. Scaled Line Drawing of Unit "B"

25X1D
25X1D

B-2: one building 40 feet by 35 feet, probably associated with a material transporting system. The building is located at the end of a ditch which bisects unit "B". It is probably utilized to house the power source or control mechanism for the material transporting system. A similar building, C-2, is located in unit "C".

Unit "C" (Figure 5)

This unit contains 31 buildings arranged in a pattern similar to those in unit "B". Of these, 28 storage buildings are located at the ends of cleared lanes as are those in unit "B".

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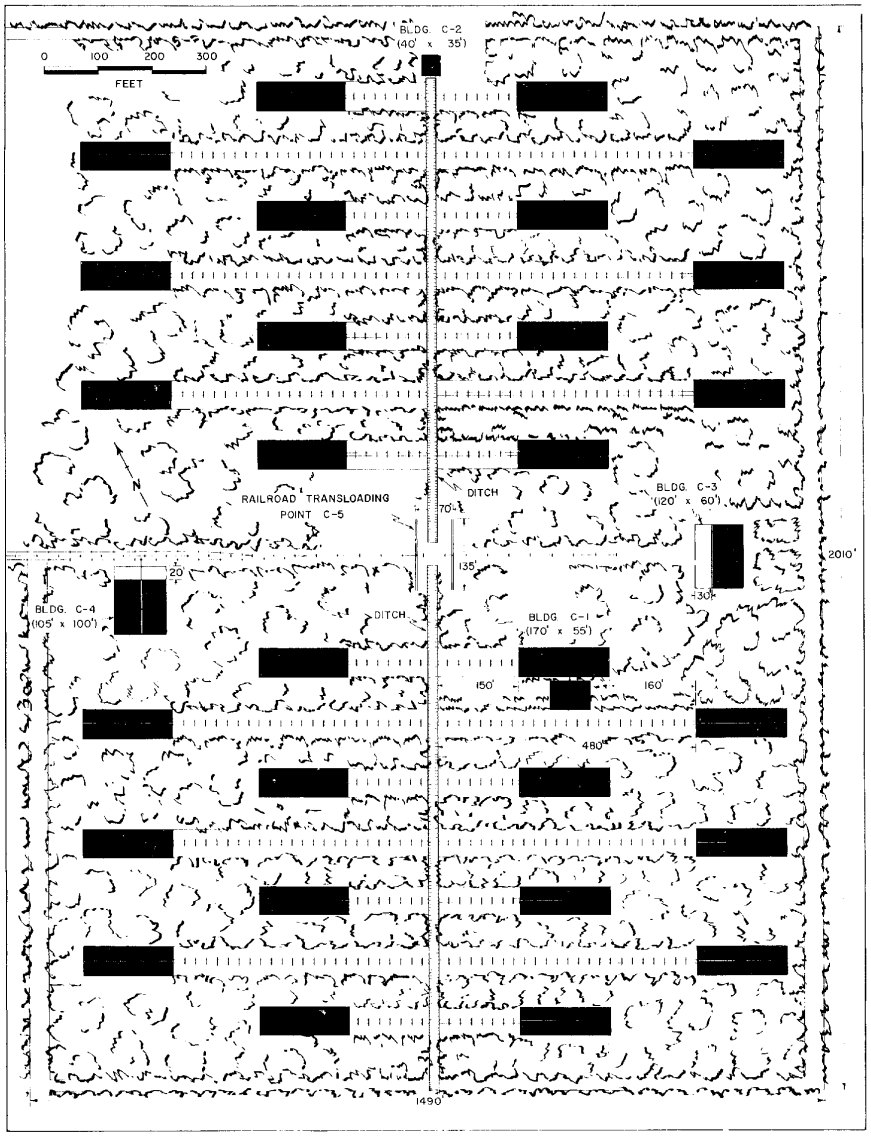

Figure 5. Scaled Line Drawing of Unit "C"

25X1D

A rail spur enters this unit and intersects the ditch which bisects units "B" and "C". At the point of intersection is an overhead crane utilized in transferring material to and from railway cars and the material transporting system. Total covered floor space is 280,000 square feet.

The following is a detailed description of the railway transloading point and various buildings within unit "C".

C-1: 28 identical pitch-roofed storage buildings, each 170 by 55 feet. These buildings are all connected by cleared lanes, which contain rails, to a ditch which bisects the unit.

C-2: one building similar in appearance to B-2 and located at the opposite end of the ditch which bisects units "B" and "C". It also is probably used to house a power source or control mechanism for the material transporting system.

C-3: one building 120 by 60 feet located at the end of the rail spur which serves the unit. This building has a 30-foot loading platform in front. Its purpose has not been determined.

C-4: one building 105 by 100 feet with a 20-foot loading platform in front. It is located adjacent to the rail spur and possibly has an overhead crane extending from the front of the building. This building is possibly used for processing material passing into or out of units "B" and "C".

C-5: a railroad transloading point located at the intersection of the rail spur and the ditch which bisects units "B" and "C" (see figure 6). At this point is a large overhead traveling crane which moves on two elevated tracks. The tracks are 135 feet long and 70 feet apart.

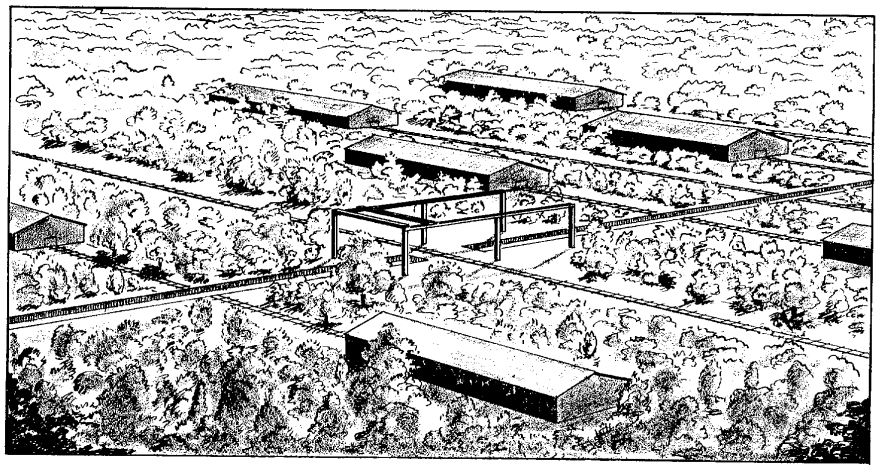

Figure 6. Perspective Drawing of Railroad Transloading Point

The exact method of moving material into and out of units "B" and "C" cannot be determined but a suspected method will be described. Railway cars enter unit "C" and travel on a rail spur to point C-5. At this point the crane removes the material from the railway car and places it on a dolly which is sitting on a track mounted on a small car. The small car is located in the ditch which bisects units

"B" and "C". The car then travels down the ditch until it reaches the cleared lane in front of one of the buildings. The track on the car is aligned with the track leading to the building and the dolly is rolled off the car into the building.

Unit "D" (Figure 7)

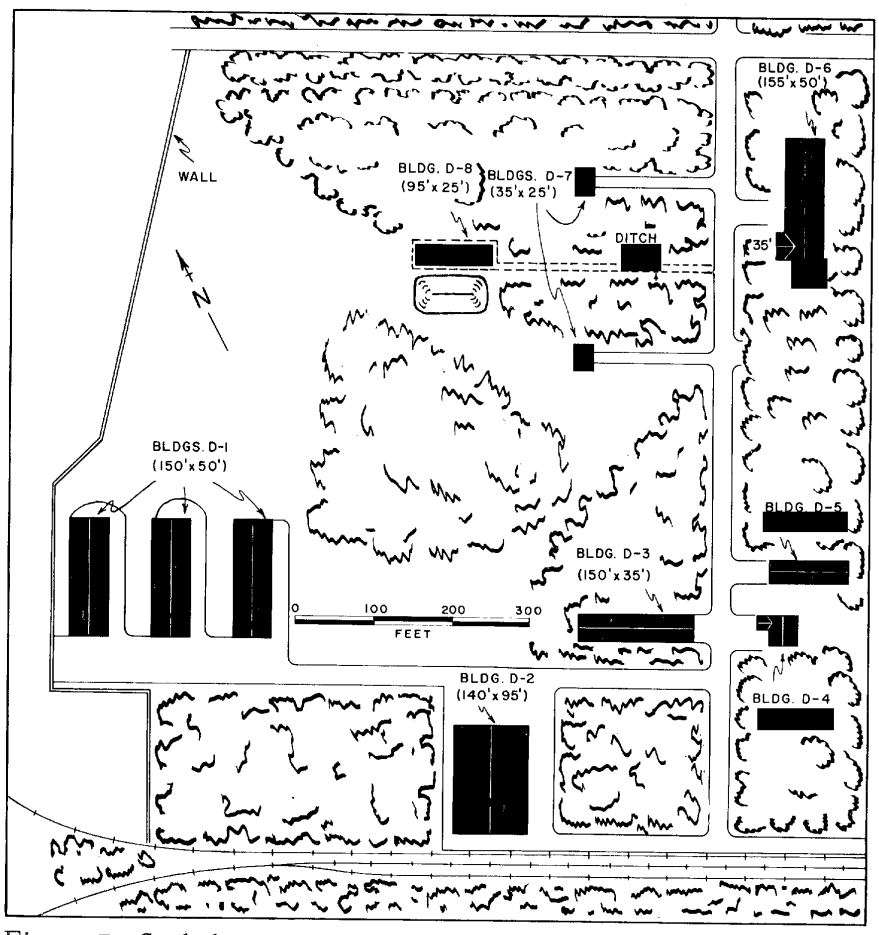

Figure 7. Scaled Line Drawing of Unit "D"

25X1D
25X1D
25X1D
25X1D

This unit contains 11 various-sized buildings having 57,300 square feet of covered floor space. Detailed descriptions of the buildings follow:

D-1: three storage sheds, each 150 by 50 feet, probably used to store material utilized in supporting the storage area. The buildings are served by a dirt road.

D-2: one warehouse 140 by 95 feet located along a rail spur. A possible overhead crane extends from the building over the rail spur. Open stores are located to the rear of the building.

D-3: one pitch-roofed building 150 by 35 feet. Function of this building has not been determined.

25X1D

D-4: one pitch-roofed building [redacted] square with a [redacted] projection in front. Building probably serves an administrative function.

25X1D

25X1D

D-5: a semi-buried building [redacted] feet which is similar in appearance to buildings A-5 and D-8. Although the building appears to be used for storage of explosive materials its proximity to unprotected buildings is contrary to such practice.

D-6: a pitch-roofed building 155 by 50 feet probably serving as an administration building.

D-7: two flat-roofed buildings, each 35 by 25 feet.

D-8: one semi-buried building 95 by 25 feet with a large earthen revetment on one side. The building is connected to the road by an open ditch.

IV. SUPPORT AREA

A support area is located adjacent to the northeast side of the storage installation. The area consists of housing, and administration, storage, and utility buildings. It contains 308,000 square feet of covered floor space, and is served by an improved road connecting with the Minsk-Baranovichi highway and a rail spur from the branch line serving the installation.

Housing and administrative functions within this area are located in six permanent-type multistoried barracks, eight duplex-type structures, a probable theater, and nine administration buildings. There are also 56 small gable-roofed sheds and open storage in the area.

Following is a tabulation of floor area within the support area, in square feet, broken down as to function:

Housing	
Barracks	85,400
Duplex	30,300
Administration	50,600
Storage	142,135
Total	308,435

Along the southeastern border of the support area is a thermal power plant consisting of one 100 by 85-foot gable and monitor-roofed main building and a possible control building 100 by 85 feet. A transformer yard, a rail-served coal yard and coal conveyor, a cooling tower and a water tower can be identified.

A possible sewage disposal plant is located west of the storage installation.

V. ROAD AND RAIL FACILITIES

The storage installation and support area are served by a road connecting with the main Minsk-Baranovichi highway and a branch rail line from the Minsk-Baranovichi rail line, which divides into four spurs.

25X1D

Two covered railroad cars 30 by 10 feet and an unidentified object [redacted] were on a rail spur within the storage installation at the time of photography.

VI. CAMOUFLAGE AND SECURITY

There has been no deliberate attempt made to conceal this installation from aerial observation. The only camouflage in evidence has been accomplished through maximum utilization of natural cover. Clearance of foliage in the storage area has been restricted to space necessary for the buildings, roads, and rail lines. There has been a greater degree of clearing in the support area than in the storage area. This is due in part to the presence of open storage, motor pools, and athletic fields, and to the fact that the support area appears to have been erected in an area not as densely forested.

The storage installation is enclosed by two fences located between parallel perimeter roads. There is a possible third fence bordering the inner perimeter road. Entrance into the installatin is restricted to a main road which passes through the center of the support area, and to the rail line. Several probable guard towers are located along the perimeter fence.

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Security check points are located at the entrance to the storage installation and at a junction of the main entrance road and a rail spur within the installation. The support area does not appear to be enclosed by a security fence, although some individual sections are fenced.

PHOTO DATA:

[redacted] 25X1D

MAP DATA:

USSR, Series 1:50,000, General Staff, Red Army, N-35-90-B and N-35-90-D.

PREVIOUS REPORTS:

[redacted] 25X2

Air. DPIR T-57-11, Probable Air Force Supply Depot, August 1957. TSC.

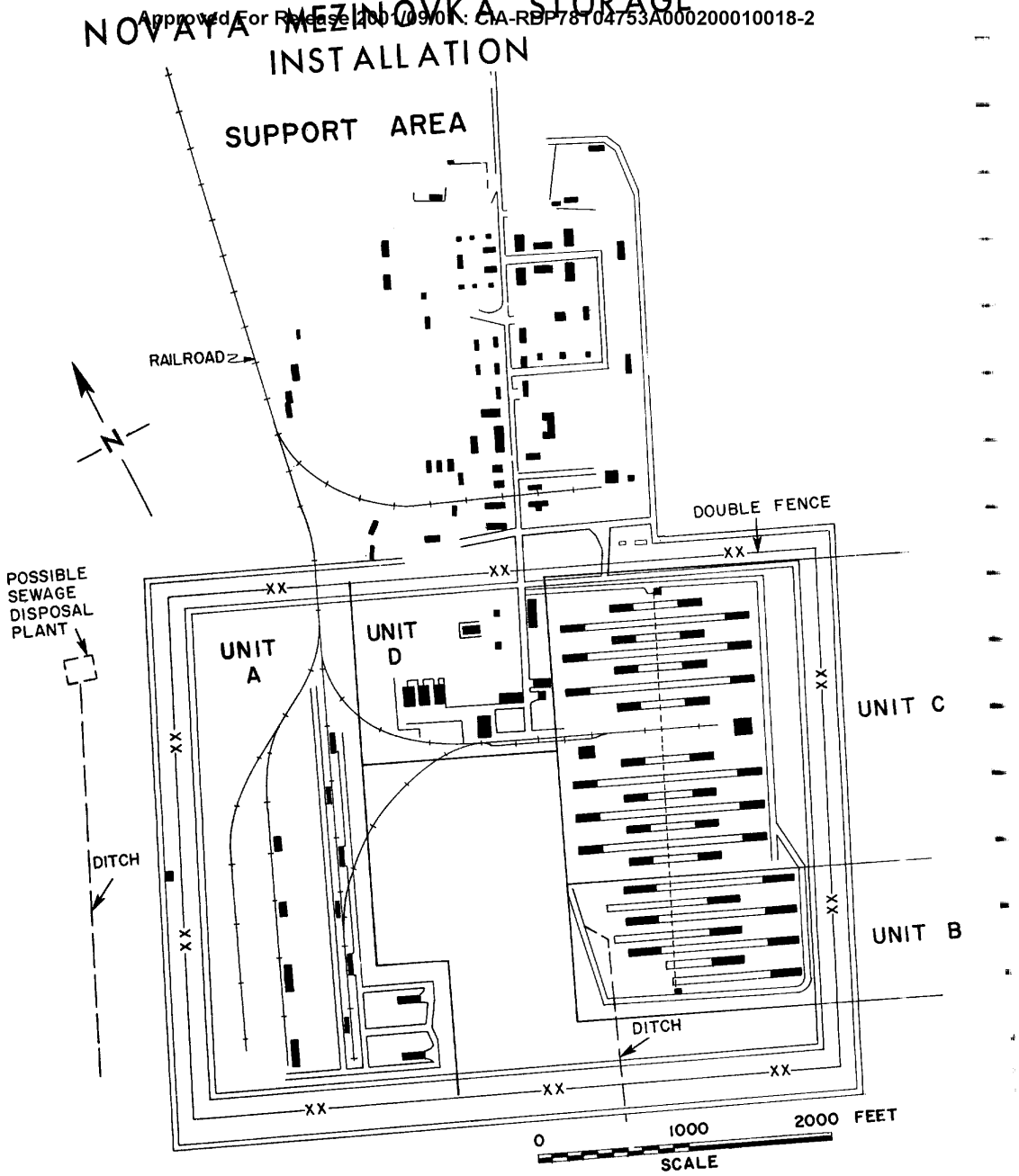
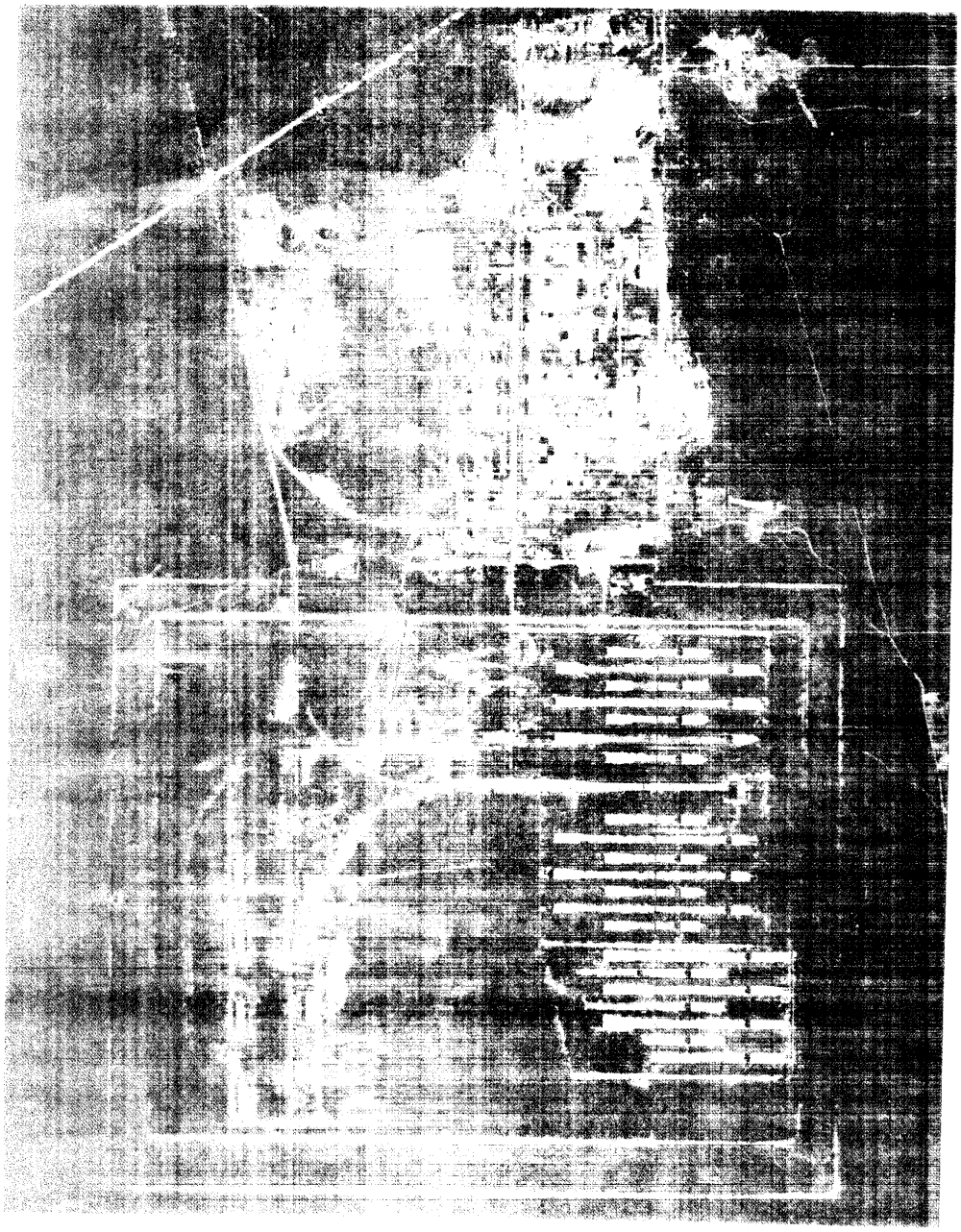


Fig. 8



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